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HONGKONG, MONDAY, MAY 28 1917.


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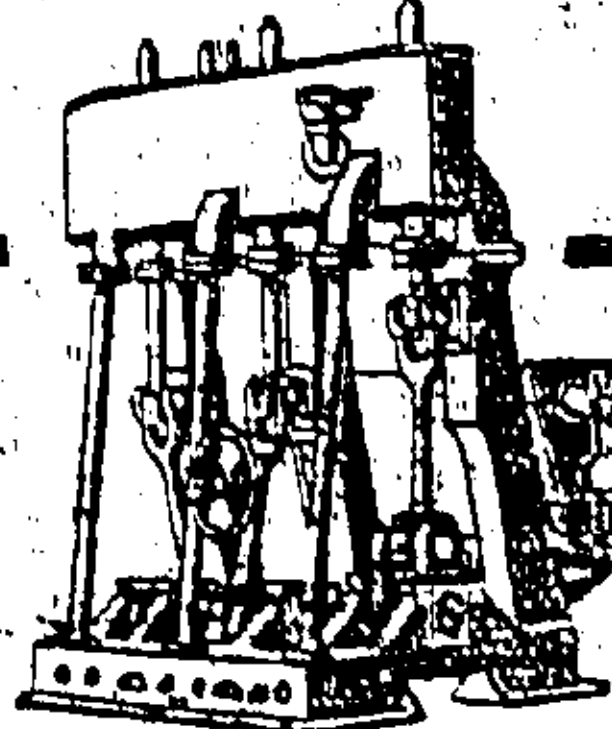
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THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

LATEST COMMUNIQUE.

THE ITALIAN FRONT.

ITALIANS IRRESISTIBLY ADVANCING TO THE SEA.

Rome, May 27.
The Italians are now making direct contact with the forces on the western slopes of Hermata. They have taken important material, a large number of prisoners and have silenced the Austrian artillery which is now withdrawing in order to avoid capture.

The battle continues most intensely on the whole of the Carso and Isonzo fronts.

The Italians are advancing slowly but resolutely, from Monte Kuk to the sea.

FURTHER BRILLIANT SUCCESSSES.

London, May 27.

An Italian official report states:—We have extended our positions on the south part of the plateau.

On the fourth day of the furious battle in Carso we not only maintained our positions but captured the other sector.

There has been artillery activity the whole day on the whole line.

A very brilliant assault we reached a point beyond the Montefalcone-Duino railway, north-west of San Giovanni, carried Hill 145 south-west of Medeuza, captured a field battery of ten guns with ammunition and 812 prisoners, of whom 34 are officers.

Northward of Jamiano there has been a series of violent attacks and counter-attacks. We repulsed and passed Castagnavizza, but concentrated enemy artillery compelled us to evacuate it.

We maintained our hold on the western boundary.

We brilliantly carried the heights at the head of the Pallio Valley in the Plava sector, took 438 prisoners, a gun and two trench mortars.

BRITISH NAVAL FORCE ASSISTS ITALIAN OFFENSIVE.

Rome, May 25.

It is semi-officially announced that with the object of assisting the offensive at Carso, British monitors with naval forces and Italian aeroplanes made a prolonged and effective attack with heavy guns from the Gulf of Trieste in the rear of the enemy's lines, especially on the great air station depots, and other important military objects near Procetto. The enemy's repeated air attacks only resulted in his aviators bringing down two of his aeroplanes. Italian warships rescued four aviators, despite the fire from enemy batteries. All our naval and aerial units participating in the attack returned to their bases without the slightest damage. No enemy flag was seen at sea except those on the seaplanes brought down.

GOOD WORK BY FRENCH AIR SQUADRONS.

London, May 27.

A French communiqué reports:—A German attempt to the north of Laffaux Mill failed under our fire.

Four German aeroplanes were brought down.

Our air squadrons dropped three tons of bombs on military establishments and factories, causing several fires, one of which was very violent. They also heavily bombed the aerodromes at Colmar and Sionne and an organisation in the region of Laon.

THE BRITISH FRONT.

London, May 20.

Field Marshal Sir Douglas Haig reports:—We successfully carried out a raid last night to the north-west of St. Quentin.

We repulsed a hostile attack to the east of Loos.

The enemy artillery is again active to the south of the Scarpe.

THE RUSSIAN ARMY.

STRIKING MESSAGE BY WAR MINISTER.

Petrograd, May 27.

M. Kerensky, the Minister of War, in a striking message to the Forces mainly insisting on the need for iron discipline, declares that if soldiers and sailors do not defend the country their names will be cursed. They must rid the country of the violators and usurpers of the world.

An "Order of the Day" stipulates that soldiers cannot be punished without trial, but commanders have the right to employ armed force against insubordination in war time.

THE AIR RAID ON A BRITISH TOWN.

LATEST DETAILS.

London, May 26.

Later accounts state that the air-raiders appeared over the coast town, which was the principal sufferer, from inland. The first bomb crashed down into a thoroughfare in the lower quarter which was crowded with shoppers, including a "potato queue" of women and children. It caused more casualties than numerous other bombs. When the column of black smoke had dispersed, the street, for 200 yards, resembled a shambles of dead and dying human beings and disembowelled horses.

The shops of a greengrocer, a butcher and a draper were here demolished.

It is feared that there may still be victims under the debris. At another place a bomb made an enormous hole in the roadway, smashing to atoms a number of cabs and killing the horses, but the drivers, who were momentarily absent, escaped. A girls' school and an hotel were demolished, but the former was temporarily rentless and there were no victims.

Eye-witnesses describe the perfect formation maintained by the air squadrons during the quarter of an hour's visit. There was no panic, the people rushing into the streets to see the spectacle.

Complaints have been made that a number of German shop keepers are still allowed in this particular town.

GERMAN AIR-RAIDS ON DANUBE TOWNS.

Petrograd, May 26.

There have been several raids by German aircraft recently, on towns on the Danube.

There have been many casualties, especially at Ismail.

RUSSIA AND THE DARDANELLES.

Paris, May 27.

A telegram from Petrograd states that M. Milukoff, in a speech, said that the essential point was not whether the Dardanelles should be Russian or neutral, but whether they should be Russian or German. The Allies recognised Russia's right to the Dardanelles, not merely to favour Russia, but to ensure that the Straits should not fall into the hands of Germany.

SWEDISH SHIPS CAPTURED BY GERMAN SUBMARINE.

Petrograd, May 26.

A German submarine has captured five Swedish ships in the Gulf of Bothnia, in two days.

Stockholm, May 26.

Six Swedish steamers, on a voyage to Finland, were sunk and three were captured, in the Baltic and taken to Swinemünde.

(Continued on Page 6.)



The finest preparation made
for combating severe coughs.
CURES any cough that is
only a cough. Very palatable.
OF ALL CHEMISTS
PRICES: \$1.25 and \$2.25

will be very considerable indeed. There does not seem to be any reason to anticipate any worse figures in the coming week. The arrangements for dealing with submarines are increasingly efficient. We owe a very considerable debt of gratitude to the great American people for the effective assistance they have rendered and the craft they have placed at our disposal. Now that the American nation is in the war, it is easier to arrange for the protection of our mercantile marine than it was before. I think the nation has very good

THE SILVER MARKET.

London, May 25.

Messrs. Montagu's report says the tone of the market continues remarkably steady and the price has moved again with very narrow limits. There has been an absence of business from the East. Buying orders

LONDON, May 25.
A Berlin official communiqué

The original and genuine Worcestershire

SOLD BY CHEMISTS AND STORES EVERYWHERE.

Flags were brought out from the house to float over the ruins. An infantry band played the "Marseillaise." The French

Comment in the *Cahiers* runs:—We must expect from day to day an upheaval of the whole Western front. An American correspondent with the French says:—Their ability to maintain the limitless daily bombardment at once will permit

The total output of the Railan Mining Administration's mines for the week ending 12th May amounted to 37,201 tons, and the sales during the



WATSON'S OLD BROWN BRANDY E QUALITY.

25 YEARS IN WOOD.

A. S. WATSON & Co., Ltd.,

WINE AND SPIRIT MERCHANTS,

TELEPHONE NO. 616.

THE CALENDAR.

MEMOS FOR TO-MORROW.

2.30 p.m.—Auction of Furniture, Blackwood Wagon, Sundries etc. at Messrs. Hughes and Hough's.
3 p.m.—Sale of Crown Land at P.W.D.
3.45 p.m.—Meeting of the Sanitary Board.
4 p.m.—Meeting of the H.K. Chamber of Commerce.

General Memoranda.

WEDNESDAY, May 30.—H.K. Stock Exchange Settlement Day. Noon.—"Star" Ferry Co's. Meeting.
2.30 p.m.—Auction of Household Furniture at No. 14, Arbutnot Road.
5.15 p.m.—Hongkong Club Extraordinary Meeting.
5.30 p.m.—Girl Guides' Display in St. Andrew's Church Hall, Kowloon.

THURSDAY, May 31.—5.15 p.m.—St. George's Society's Meeting.

FRIDAY, June 1.—2.30 p.m.—Auction of Household Furniture at Messrs. Hughes and Hough's.

SUNDAY, June 3.—H.M. the King's birthday (1865).

MONDAY, June 4.—General Holiday.

TUESDAY, June 5.—9.07 p.m.—Full Moon.

THE 'CHINA MAIL'.

NOTICE.

Communications relating to news should be addressed to THE MANAGER.

Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.

All matters for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.

Rate of subscription to "China Mail" is \$36 per annum; per quarter and per month "pro rata".

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Rate of subscription to the "Overland China Mail" is \$12 per annum; postage \$1 per annum extra. Single copies twenty-five cents each.

Alterations and additions to Advertisements on Pages 2, 3, 4, and 7 should be sent to the Office, No. 5, Wyndham Street, not later than 11.30 a.m.

Alterations and additions to Advertisements on pages 1, 4, 5 and 8 should be sent not later than 1 p.m.

New Advertisements should be sent in before 2 p.m.

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THE CHINA MAIL, LIMITED.

'CHINA MAIL' OVERLAND EDITION.

THE WEEKLY NEWS-PAPER FOR ALL INTERESTED IN HONGKONG AND CHINA GENERALLY.

ORDER IT BEFORE GOING HOME AND THUS KEEP IN CLOSE TOUCH WITH THE COLONY.

decreasing losses of ships. We are not told by what means this greater measure of success is being achieved. Mr. LLOYD GEORGE says we owe a very considerable debt of gratitude to the great American people for the effective assistance they have rendered and for the craft they have placed at our disposal, and he also mentioned that now that the American nation is in the war it is easier to arrange for the protection of our mercantile marine than it was before. All which goes to support the assertion made by Admiral Lord BERTHOLM the other day when he said that nothing but over-water craft in large numbers can beat the submarine in blue water. Obviously the entry of the United States into the war enables the British Admiralty to concentrate a greater force of its own patrols in the danger zone, and although America has not the immense fleet of trawlers to call upon that England had at the beginning of the war, it is possible that in addition to undertaking the policing of the American side of the Atlantic the United States Navy has been able to make some contribution to the force operating against submarines in the zones "barred" by Germany. Recent American newspapers indicate that a good deal of attention has been concentrated on the submarine problem, and if America has not yet supplied a fleet of submarine chasers there would seem to be every likelihood of her doing so at an early date; so that there is a prospect of continued improvement in the situation. German speculations in the past few months have been concerned with the question as to whether England can "hold out" until July. Captain PERSIC, one of the leading German writers, a couple of months ago wrote: "A catastrophe can be expected only if our submarines succeed in keeping neutral shipping almost entirely away from trade with the British Isles, and in destroying English shipping in a measure which keeps pace, as far as possible, with the February result. After July the danger period will not set in again until the products of the country itself have been consumed. It is difficult to decide definitely when that will be." The answer to that question has already been furnished by the British Premier. In 1918 the United Kingdom will be self-supporting.

One of the most welcome items of news during the last few days has been the statement made by Mr. LLOYD GEORGE on the increased success with which the enemy submarine menace is being met. Towards the end of last week Renter called a statement made by Lord Curzon in the House of Lords to the effect that the reason why the Premier postponed a decisive reply to the representations of the Jockey Club in regard to the stoppage of racing was that "the greater success in grappling with the submarine menace might alter the food situation in the next six weeks or two months." The German people have been promised by their Press an early victory by way of submarine warfare. Mr. LLOYD GEORGE is now able to tell them that their hope of a triumph in war based upon submarines is going to be "the greatest miscalculation in the whole series of miscalculations of that fated Empire." He told the House of Commons that "substantial progress" is being made towards defeating the submarine menace; that the arrangements for dealing with submarines are increasingly efficient and that "during the last three weeks or a month we have dealt more effectively with submarines than during any corresponding period of the war." Also that the results for the month of May are not only a considerable improvement upon those for the month of April, but upon the anticipation formed by the Admiralty regarding what would occur. Speaking in the Reichstag at the end of February, after the first month of "unlimited" submarine warfare—the German Chancellor expressed the most complete confidence in triumph based on submarines. "Safely protected on the land fronts by the genius of our supreme Army Command, victorious on the water, and many times more prepared for the submarine war than a year ago, we confidently look towards the coming months, which—as we hope—will be followed by a happy termination of the war." The answer which Mr. LLOYD GEORGE now makes to that boast is that it is going to be the greatest miscalculation in the whole series of miscalculations of the fated German Empire. Already this defeat is being manifested in the

THE CHINA MAIL.
HONGKONG, MONDAY, May 28, 1917.

DEFEATING THE SUBMARINE.

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NEWS OF THE DAY.

LOCAL AND GENERAL.

Mr. P. W. Ker, C.M.G., has taken over charge of H.B.M.'s Consulate-General at Tientsin as acting Consul-General.

At the end of June the U. S. Consular Court will be abolished. In its place a lower court of the U. S. District Court will be established.

A Portuguese lad named Edward de Luz was fined a dollar by Mr. Wood this morning for playing tennis in Nathan Road, Kowloon, and his brother was remanded on a charge of resisting arrest.

The funeral of the late Mr. S. Takahashi, the Consul General for Japan, takes place to-morrow (Tuesday). Those desiring to show a last token of respect are invited to join the cortege at Causeway Bay at 5.20 p.m. The late Mr. Takahashi came to Hongkong about a year ago from Nanking. He died on the 23rd inst after a month's illness at the premature age of 43, leaving a widow and five children.

Reuter's Peking correspondent, writing on May 10th says: "Eugene Chen, the editor of the 'Peking Gazette,' is being kept in very close confinement. His foreign and Chinese friends are not permitted to communicate with him and enquiries regarding the treatment he is receiving are only met with the reply that he is being treated in the ordinary way. The closeness of his confinement lends colour to the report emanating from two usually reliable sources that his life is in danger. The utmost are being made to obtain just and fair treatment and those responsible for his arrest and detention must be warned that the most serious view will be taken should anything happen."

IN HOSPITAL.

[By PATRICK MACGILL, Author of "The Great Fish" etc.]

The hour was three o'clock, in the afternoon. I entered the dug-out to find my mate Spudhole gazing intently at some black liquid in a sooty mess-tin. "Some milk, Spudhole!" I said, handing him the tin which had just come to me in a big parcel from England.

"No milk for me, matey," he replied. "The feedin' done up proper, I am. Cannot eat a bite. Tummy's out of order and my head's spinnin' like a top. When's the sick parade?" he asked.

"Seven o'clock," I said. "Is it as bad as that, Spudhole?"

"Worse'n that," he answered with a smile. "Ave yer a fag to spare?"

"I have," I answered, fumbling in my pocket.

"Well, give it to somebody as 'asn't got none," said my mate with a wan smile. "I'm off smokin' a bit."

The case was really serious since Spudhole could not smoke, for a smokeless hour for him had always been a punishment.

After tea I went with him to the dressing station and Ted Higgins of another section accompanied us. Ted's tummy was also out of order and his head was spinning like a top.

I stood outside the door of the dressing station while the two men were inside. Presently Spudhole came out.

"My temperature's 'unner and nine," he said.

"A hundred and what?" I ejaculated. "Tinner point nine, it was," said Ted Higgins appearing at the doorway.

"Some of the M.O. says that. Lots of blokes are sufferin' from the same thing. It's the M.O. culls it, but the right name of it's trench fever."

"Right," I said, interrogated.

"Well, it's something we can understand," said Ted.

"Are you coming back again to the trenches?" I asked.

"We're to sleep 'ere to-night in the cellar under the dressing station," they told me. "In the morning we're to go back to the M.O. again. They think it's all right to send us off to the hospital."

I went back to the firing trench alone. Spudhole and Ted did not return the next day or the day after. Three weeks later Spudhole came back.

"I'm sitting in a dug-out in the Ypres salient when a Jew harp, playing rag-time, was heard outside. The Germans, at the time, were shelling our position. Who was he who played rag-time as an accompaniment to the thunder of high explosives? Who could he be—unless Spudhole?"

And sure enough it was Spudhole back to us again, trim and tidy from hospital, in a new uniform, new boots and with that air of importance which sits so easily on a man who has seen some sights in strange regions.

"What's your temperature now?" I asked as he came in.

"Blimey! It's the correct thing now, but it didn't start go up and down," said Spudhole, putting the Jew harp in his pocket and sitting down. "And now, Ted, what's the news?"

"What sort of disease is Pyrexia?" a voice enquired.

"It's not a bad job if you've got it and it's no good if you've only got it 'arf," said Spudhole, adding, "What's a man's thing? If I had it I'd get off ter brighty but my case was only a light one, not so bad as Ted's. He's not out of 'orsp yet, and may be it's a trip across the Channel for him. Gawd! we were bad going down from the dream from station. I couldn't even smoke a fag! We came to a village and from there a motor ambulance took us to a clearing station. There was a 'ot bath there and we were put to bed in a big 'ouse; blankets, plenty of 'em, and a good bed. 'Twas a grand job, but I've a kip."

"No stand-to at dawn," I said.

"Worn't there!" said Spudhole. "Two 'ours fore dawn, we 'ad all of us to stand-to in our blankets for the Germans began to shell the place. We 'ad to 'op it away from back to the front. We were rattled about on that there bus and we were dropped down at another 'orsp about breakfast time. My temperature was up more'n ever now. I almost burst the thermometer! And Ted! Blimey! yer should 'ave seen Ted. Lost to the wife's 'ead, he 'adly speak but he managed to give me a muvver's address and I was to write to 'er when 'e went west."

"We went further back after we'd a bit of grub, such of us as was able to eat something, and we came to an 'orsp under a nice quiet place. It was a grand job, and me and Ted was along with two others in a bell tent. There we began to get better. 'Twas a lunny place all the same. They were tryin' to cure us by starvin' us. Eight days in bed wir nuthin' to eat bar a dose of milk and one or twice a hagg. Damn little hagg they wor; they must 'ave been laid by tom-tits in a hurry."

"I got inter trouble once," said Spudhole, warning to his narrative. "I climbed up the tent pole one night just to see if my 'ead was any better. I was on the top down comes the ole thing and I lands on Ted's legs bread-basket. 'Twas a grand job, but I've a kip."

"But 'e was a good bloke, the M.O. When I got inter me 'ole uniform I looked 'ard at my cap. Ye remember it boys? 'Twas more like a rag man's than a soldier's 'ole Kings. Then 'e said me: 'Ave yer seen much war?' Not 'arf I 'ave!" I told 'im. "I thought so," he says, 'judgin' by yer cap. And 'e told the orderly to indent me for a brand new uniform. And 'e gave me two leaves to get meself a drink when I was fagged."

"And how is Ted?" I asked.

"Not so bad yer know," said Spudhole. "And 'e didn't 'arf want to come back wir me. 'E didn't mind stayin' there as long as I was wir 'im, but when I was goin' away 'twas amuvver story. 'E did want to get back to the trenches again."

"Spudhole! Is Spudhole in 'ere?" asked a Corporal, peeping into the dug-out.

"Am 'ere," said Spudhole. "Wot d'yer want up for? 'Twas a grand job, but I've a kip."

FUTURE OF BRITISH TRADE.

SIR A. STANLEY'S PLANS FOR EXPANSION.

A variety of topics was dealt with by Sir A. Stanley, President of the Board of Trade, at the luncheon of the Association of Chambers of Commerce on March 29.

It was necessary that this country should not continue to enjoy to an unparalleled degree facilities in railway transport during the war, in order that our army should be able to make that progress in France which was going on at the present time. Restrictions would be removed as rapidly as conditions would permit.

We must look forward to an enormously increased demand for the Army and Navy, and we must be exceedingly careful in order to keep a stock to meet emergencies.

Much less coal must be burned in this country. At an early date he would make an announcement showing how they proposed to deal with this essential commodity. We had to mine a great deal more iron ore than in the past. Some of the men engaged in coal mines could be released, he thought, for that particular object.

The Registration of Business Names Act had not been in force very long, but the wily foreigner is finding ways of evading its provisions. "I must take it upon myself with my advisers to find some way of preventing them."

Over 650 undertakings, representing more than 12½ millions, had been dealt with under the Trading with the Enemy Act. Steps had been taken to complete the winding up of these businesses or, in the alternative, to transfer the enemy interest and vest them entirely in British subjects.

Higher wages were to stay, and as far as his information went very little fault had been found by employers, so long as they got an honest day's work in return. It is to their advantage and to the advantage of the country that higher wages should continue after the war. The British working man is as good as any in the world. When he was in America the British workman was regarded as the aristocrat of the labour world.

The Government could and must help a great deal more in the future; but if our industries failed to meet the competition from overseas and produce goods which would compare favourably with those of their competitors, no fiscal system could possibly succeed.

There was ample room for the establishment of trade banks and they would be able to do things which the joint stock banks were not able to do. The corporation would have on its board representatives of industry and commerce, with experts in various industries associated with them.

A good many people in this country, says a Sydney paper, seem to be under the impression that because the Allies are far stronger than Germany on what is generally admitted to be the decisive front as it is as good as won. They fall, therefore, to understand Britain's need of more men—of, as Sir William Robertson has put it, another half-million before July. Yet there is nothing hard to follow about the reason. In spite of the really wonderful results of the "new" tactics, and still more in spite of the way in which these results have been exaggerated, it is not sufficient to be merely stronger than the enemy if you mean to beat him thoroughly and on short order. It is not so long since the experts were wondering whether a strongly entrenched front could be broken at all, and even now, when we have the best of reasons for knowing that it can be broken, it remains true that under the most favourable conditions the breaking of it must be a costly task. Britain is supposed to have about two million men in France. That at any rate is the German estimate, though Colonel Repington, of "The Times," has declared it to be exaggerated. Probably Sir Douglas Haig has about that number trained and ready for use at any time. It is said that the French have three million. The strength of the German armies opposed to them may perhaps be put down at not far from 3,000,000. At that rate the strength of the Allies is to that of the Germans in the west, as 5 is to 3. Now it is, to say the least of it, extremely doubtful whether such a superiority is enough to thoroughly defeat the German army in the west this year. They must be routed; merely to drive them back and back would not be enough to finish off the war, and an extra 100,000 might make all the difference. It is said that at the height of the Somme battle last year a highly placed commander declared that much more might have been done if there had been available even three fresh divisions.

The verse below was sung at divine service in Felling, Essex, (Canada) after the first verse of the National Anthem at the close of the service, in the Methodist chapel there recently—

God save our splendid men
Bring them home safe and again
God save our men
Keep them victorious,
Patient and devout,
The cause of God to save
God save our men

THE CZAR.

There is a report in circulation that a quiet hint has been conveyed to the Czar that he should not seek a retreat in this country. If that be true, it is probable that he and his family will go to Denmark. The Dowager Empress is already installed in the Crimea with the consent of the Russian Government, who know her patriotism for Russia and her unwilling efforts to war her son while there was yet time.

The Czar is rather like our own King George in appearance, but lacks the latter's character. The two are attached to each other and King George would offer no personal objection if the Czar came to reside in Claremont or some similar place.

A shy, weak man, the Czar is never likely to make much more trouble, but the prophets predict that the young Czarevitch will play a big part when he grows to manhood.

It comes about that the Czar come here to reside will soon have a twentieth century edition of Daubert's "Kings in Exile," for we already have "ex-king Manuel of Portugal, and the Duke of Orleans, and the times are so distinctly unhealthy for monarchy that others may be added before the war is over. One conspicuous exception may be mentioned. So much is the King of Belgium liked that if a regenerated Belgium chose to become a Republic the King would be elected first President.

One of the results of the Russian Revolution is that the Prince of Wales will probably seek a wife elsewhere. After the Rumanian idea was abandoned the choice was supposed to lie between the Czar's daughter and his niece, who had been much about with Queen Alexandra. Now there is a great cry for a British Princess, for foreign-born Queens have been credited with malign influence in this war—as for example, the Czarina and the Queen of Greece.

Both in the Lords and the Commons this week there has been a disposition to demand strong regulations against aliens holding officers' certificates in our merchant service.

With demands for 500,000 more men for working and service battalions before July there is a feeling that the aliens in our midst are having too easy a time. The Russians are likely to be called upon for duty in the Army very shortly, in accordance with an agreement with the Russian Government and ere long it is unlikely that friendly aliens of military age will be able to steal the jobs of our own countrymen while the latter are risking their lives, as so often happens to-day.

Never since the war began have we had such wild and wide rumours in circulation as during the early part of last week. There was a vast mobilisation of the home forces, including the national guard and the special constables, which gave the stories a certain foundation. From that time on the air simply quivered with tales of an invasion, of shore towns laid in ruins, of flying people, sunk German warships and all the rest that the inventive mind of man could suggest. The famous fable of the Russian army that passed through England for France in the early days of the war was positively outdone.

All that has happened actually is that the Germans made a raid into mid-sea and sank one small armed patrolling trawler. There are experts, of course, who believe that Lord Kitchener was right in his opinion, frequently expressed in private, that the Huns will make one desperate dash for our shores on a fairly large scale. It would be a foolhardy enterprise, of course, and to evade our fleet and land, say, 80,000 men on our shores in the face of our defence artillery is a big order, but it might serve a desperate German Government, bent on saving the face of the Hohenzollern dynasty with the people, if they were able to stay a German panic at home with tales of an invasion of England. The very fact that none of the invaders would be likely to get home again might even be an aid, as preventing the possibility of early contradiction.

THE DUCHESS OF CONNAUGHT.

The late Duchess of Connaught was the first member of the Royal Family to be cremated. She had a horror of physical decay and long ago made arrangements for her own case. Queen Alexandra was shocked when she heard of it, but the King raised no objection when the Duke of Connaught brought up the question of his wife's desire. Hardly any of those present in St. George's Chapel at the funeral service were aware that only ashes of the Duchess were being laid to rest.

"BAGDAD SCHEME WAS NO GOOD."

Convinced by the British victories in Mesopotamia and the Russian success in Persia that their Berlin-Bagdad dream has ended, the Germans are now making out that the railway scheme could never have been a success. Commenting on the subject, the "Rheinisch-Westfälische Zeitung" says—

"The German Berlin-Bagdad dream could only end in a fiasco from an economic standpoint. It is impossible for this railway to attain any economic importance or even to replace the sea routes."

NOW IS THE TIME.

FOR a man who will find nothing better than Chamberlain's Pain-Expeller, now is the time to get rid of it. This liniment has been how quickly it will relieve the pain and remove the cause by all chemists and druggists.

NEWS FROM HOME.

(From Our Own Correspondent.)

LONDON, April 5.

A SNOWY EASTER.

Writing on the eve of Easter, I welcome some slight signs of milder weather after an arctic introduction to April. In the North there are snowdrifts several feet deep, with the sheep on the fells submerged; and even here in the southern counties we have had several inches of snow and a temperature that has called for big fires and heavy overcoats. The oldest inhabitants have been very much in evidence, recalling their experiences of April in bygone days, but they are unanimous that they have none of them seen anything like this one.

Under these circumstances it is all the more remarkable that the spirit of optimism rules so strongly in these islands. There was a little shaking of heads when the push on the Western front first began, but now that each day adds its steady total to the villages and vantage points wrested from the enemy, even the pessimists have to admit that the Huns are going back, because they must—because men and guns opposed to them are better than their own.

Under these conditions there is a modified pleasure over the news that America has come into the fray. It is good to see all the free nations of the earth united against the common foe of civilisation, but there is a feeling that an American representative at the Peace Conference may be a weakening influence and may tend to aid the Hohenzollerns and their associates to obtain better terms than they deserve. However, we must wait and see, and to tell the truth, there is nothing in President Wilson's speech that can be construed in a weak sense. The chorus of praise everywhere, out of Germany, is without a discordant note.

In the American colony in London the delight at the definite step was almost comical to witness. Americans who have been going about apologising for the attitude of their country through all the weary months of patient negotiation, are now almost truculent in their satisfaction.

FUTURE TRADE.

The Government could and must help a great deal more in the future; but if our industries failed to meet the competition from overseas and produce goods which would compare favourably with those of their competitors, no fiscal system could possibly succeed.

There was ample room for the establishment of trade banks and they would be able to do things which the joint stock banks were not able to do. The corporation would have on its board representatives of industry and commerce, with experts in various industries associated with them.

Higher wages were to stay, and as far as his information went very little fault had been found by employers, so long as they got an honest day's work in return. It is to their advantage and to the advantage of the country that higher wages should continue after the war. The British working man is as good as any in the world. When he was in America the British workman was regarded as the aristocrat of the labour world.

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TELEGRAMS.

(Continued from Page 1.)

THE MISSION TO THE UNITED STATES.

AN OFFICIAL STATEMENT.

WASHINGTON, May 26. The following authoritative statement has been issued on the occasion of the departure of the British Mission from the United States:—After conferences which have touched every phase in the lives of America and the Allies, and which are expected to affect the future of the world, considerable sympathy has been born by the personal contacts of the British and American officials which cannot be measured in words. Uncertainty has been removed and efficient co-operation made possible by the exact definition of the resources and needs of the United States and the Allies. The former now knows the Allies' needs in detail, while the Allies not only know American resources, but the degree to which they are available. Much has been finally agreed upon which cannot become effective without legislation. The great benefit of the Mission's visit, however, has been the decisive advice of men who have actually been in the fire of the war and who have made the desirable policies obvious by merely relating their experiences. The United States has undoubtedly been placed on a closer basis of relationship with Great Britain than since their separation a century and a quarter ago, while the controversies during the long months of neutrality have dissolved into a fuller understanding by American officials and statesmen of the difficulties of belligerency. Mr. Balfour has seen and realised his life dream of the closer sympathy between the two great branches of the English-speaking peoples. The British have shown tact and consideration for American feeling and they have been most scrupulous on all occasions not to appear as if interfering in American affairs. Their constant effort was to describe Great Britain's experiences for whatever value these experiences might be. Regarding the immediate diplomatic results, if it has tended to lengthen the British view from a necessarily near-sighted absorption in the immediate needs of the war to a broader consideration of world construction afterwards, it has foreshortened the American view point from its absorption in the future, to the immediate pressing emergency. Briefly, both sides feel that they have gained a truer perspective. President Wilson's League of Nations plan has been discussed formally but not conclusively. The German plan of a great Middle European Empire has been discussed and attention has been directed to the necessity of the complete restoration of Rumania, Serbia and Montenegro as a counter. New Russia's opposition to conquest and indemnity is not considered antagonistic. All the changes proposed are on a basis of nationality or the return of the lost provinces. The British have expressed their confidence that all will turn out well with Russia. The restoration of Poland and the situations in Ireland and Mexico have been discussed. Far reaching understandings have been arrived at in trade matters. Generally, the United States will give the Allies preferential treatment in commerce, but details cannot be divulged owing to the fact that Congress has not passed the necessary legislation. A joint allied buying commission is expected to result in assuring uniform prices to all the Allies, to prevent extortion and to assure economical and scientific distribution of supplies. America will co-operate, as far as possible, in maintaining the British blockade. America will participate, through the Consuls, in rationing Holland and Scandinavia. Except that a system of export licences will be introduced in this connection, the British system will, as far as possible, be maintained and means will be taken to prevent American products reaching firms dealing regularly with the enemy. A definite understanding has been reached in the matter of the sale of American and Canadian wheat to the Allies through the Allied wheat executive, but the details will not be published at present because of the effect such publication would have on the market. The munitions control will be similarly centralised. The United States is considering the British invitation that permanent representatives of all the Allies should sit on commissions in London, including wheat, munitions, shipping and general supplies commissions. Besides the above, the most important military and naval cooperation has been arranged.

AMERICAN FIGHTING UNIT AT THE FRONT.

LONDON, May 26. Reuter's correspondent at French Headquarters states that the first American fighting unit, consisting of a section of motor transport, has gone to the front. The men are practically all undergraduates.

Several other units are training in France for very early combatant service. They consist chiefly of College men, most of whom have hitherto been serving in the Ambulance Corps.

TRADING WITH THE ENEMY LEGISLATION IN AMERICA.

WASHINGTON, May 26. The Government's Trading with the Enemy Bill has been introduced in the House of Representatives. The Bill is largely modelled on the British Law dealing with this matter.

BRAZIL AND THE WAR.

RIO DE JANEIRO, May 26. The torpedoing of the Brazilian vessel *Tijera*, has strengthened the movement in favour of Brazil joining the Allies.

ESPIONAGE IN SPAIN.

PARIS, May 26. The Chamber continued to debate the question of submarine warfare. Critics of the Government especially denounced the failure to cope with espionage in Spain, which had resulted in the Spanish coast being infected with submarines.

GERMAN NEWSPAPERS CEASE PUBLICATION.

AMSTERDAM, May 26. The *Cologne Gazette* says that 600 German daily newspapers have ceased publication since the outbreak of the war.

AUSTRIAN POLITICS.

AMSTERDAM, May 26. A telegram from Budapest says that the Archduke Joseph has refused the Premiership.

AN ERRONEOUS SPANISH REPORT.

MADRID, May 26. The Spanish vessel *Begona* has been torpedoed.

The owners of the *Begona* deny the report that the vessel has been torpedoed, and state that the vessel is safe in harbour.

STRIKES IN FINLAND.

PETROGRAD, May 26. There are many strikes in Finland, especially amongst agriculturists.

ADJOURNMENT OF BRITISH PARLIAMENT.

LONDON, May 28. The House of Commons had adjourned till June 5 and the House of Lords to June 12.

DROUGHT IN CENTRAL CHINA.

SHANGHAI, May 26. The drought in Central China is affecting the rice crop and a famine is feared.

TORNADO IN ILLINOIS.

CHICAGO, May 27. A tornado swept over a number of towns in southern Illinois. The dead are estimated at 75. Hundreds were injured and thousands are homeless.

TO PROTECT SOLDIERS' EYES.

One of the many interesting examples of women's work in war time now being exhibited at the Royal Colonial Institute is a galvanised steel chain visor. It hangs on a thin steel rod round the front of the steel helmet and forms a complete covering for the eyes and nose, being fastened by hooks attached to the leather strap of the helmet. When adjusted it provides a firm steel cage before the eyes, and is an efficient protection against fine splinters of shrapnel. The visor is not materially interfered with by the steel mesh of the visor, and ordinary rifle firing can be carried on without raising it. If necessary either eye can be uncovered by unhooking the chain from the ear and sliding the visor along the steel bar and then hooking the chain on to the brim of the helmet. When not in use it is hooked on to the top of the helmet. The visor is made by women, and are built up by hand link by link, about four square inches of mesh representing an hour's work. Some thousands of the visors are now in use, and it is thought they will prove effective in preserving the men's eyes, especially during heavy attacks.

EARLIER TELEGRAMS.

ENEMY AIR RAID ON ENGLISH TOWN.

SERIOUS DAMAGE.

THREE ENEMY AIRPLANES SHOT DOWN.

It is officially announced that a large squadron of enemy aircraft, numbering about sixteen, attacked the south-east of England, between 5.15 and 6.30 last evening.

Bombs were dropped at a number of places. Nearly all the damage occurred in one town, where the bombs fell in the streets, causing considerable casualties among civilians.

Shops and houses were seriously damaged. Seventy-six were killed, of whom 27 were women, 24 children; 174 were injured, of whom 43 were women and 19 children.

Our aeroplanes pursued the raiders, and Naval aeroplanes from Dunkirk engaged the returning raiders. The Admiralty reports that three enemy aeroplanes were shot down.

FURTHER DETAILS.

LATER. The air raiders flew at a great altitude. They crossed the town in formations of five, bombing continuously.

Much damage was done to property in the residential part. A butcher's and bootmaker's shops were demolished, the occupants of the latter being killed.

The worst damage occurred in the busy business thoroughfare, which was thronged with people, where a very large number of bombs were dropped, killing sixteen women, eight men, nine children, and injuring 42.

It is estimated that fifty bombs were dropped by the departing raiders. They were severely engaged over the Channel.

An eye-witness heard heavy firing and saw two peculiar-looking aeroplanes manoeuvring at a great height. Shells were bursting round them, and one machine nose-dived suddenly as though hit. Later heavy firing was heard seaward.

Other reports indicate that the raiders covered a wide area, penetrating some distance inland and scattering bombs promiscuously.

AIR FIGHT IN MID-CHANNEL. The Admiralty reports:—Our machines in the evening engaged over the sea several of the enemy aircraft returning from a raid in England.

In an engagement between one of the British and three hostile aeroplanes in Mid-Channel, one of the latter was destroyed.

Two large twin-engined hostile machines were shot down in the course of several encounters off the Belgian coast. All our machines returned safely.

ENEMY AERODROME BOMBED. The Admiralty announces that Naval aeroplanes attacked the aerodrome at St Denis Westram yesterday morning, dropping many bombs.

BRITISH PROGRESS.

LONDON, May 26. Field-Marshal Sir Douglas Haig reports:—We repulsed last night northward of Gouzeaucourt and eastward of Arras.

We have slightly improved our position on the right bank of the Scarpe. There has been increased hostile artillery firing between Croiselles and the Scarpe.

SUCCESSFUL BRITISH RAIDS.

LONDON, May 26. Field-Marshal Sir Douglas Haig reports:—Our line was advanced slightly to-day westward and northward of Fontenellez-Croiselles.

We carried out a successful raid early this morning north-westward of Wytschaete and secured prisoners. There were many air reconnaissance and bombing raids were carried out. On Friday five German aeroplanes were brought down and five were driven down.

FURTHER FRENCH GAINS.

LONDON, May 26. A French communiqué states: Two successive attacks against our salients east and west of Cerny proved fruitless. We attacked on both sides of Mont-Cornillet, considerably extending our positions.

We captured 120 prisoners.

STRONG GERMAN ASSAULT FRUSTRATED.

PARIS, May 25. An official report states:—After a most violent bombardment north-west of Braye-en-Laonnois three strong German columns assaulted the salient north of Chemin-des-Dames and succeeded, after suffering sanguinary losses, in gaining a lodgement at some points in the advanced trench.

Immediate counter-attacks, however, recaptured most of these points. We brought back 35 prisoners and two machine-guns.

RUSSIANS FRUSTRATE THE TURKS.

LONDON, May 26. A Russian official report, transmitted by wireless, states:—We frustrated Turkish attempts to dislodge us from the heights southward of Yva.

THE ITALIAN SUCCESSES.

TRIESTE THREATENED.

ROME, May 26. A semi-official report states that the Italians have mastered the whole zone between Castagnavizza and the sea. Thus only the Sennada stronghold stands between the coast and the road to the Comen Plateau, and Italian action towards Trieste and Laibach is now possible.

22,413 PRISONERS.

LONDON, May 25. An Italian official report states:—Heavy fighting continues on the Carso.

We carried another strongly fortified position and captured 3,500 prisoners, also a network of trenches from the mouth of the Timavo River to eastward of Jamiano, and took possession of the heights between Fiume and Modreana.

The enemy's defences eastward of Boscomalo were broken and the trenches around Castagnavizza were taken.

We extended our positions on the hill northward of Tivoli and drove back the enemy in the Vodic area with heavy loss.

The number of prisoners captured on the Julian Front since May 14th is 22,413, including 487 officers.

THE RUSSIAN TROOPS.

IMPROVING MORALE.

PETROGRAD, May 25. General Ruzsky arrived after relinquishing his command. He spoke hopefully of the improving morale of the troops, their fraternising with the enemy having stopped.

SUBMARINE WARFARE.

FRENCH VIEWS.

PARIS, May 25. The Chamber discussed the submarine warfare.

The Minister of Marine agreed with Mr. Lloyd George and Lord Milner that "submarines will not beat us." With the captured tonnage and the tonnage purchased and constructed, the Allied and Neutral tonnage at the beginning of 1917 was about the same as at the commencement of the war.

Our total losses during the first four months of 1917 might be put at 24 million tons, and taking account of the rate of construction, without being unduly optimistic, our losses for the year, if the submarine warfare is continued with the same intensity, would be 44 million tons. Our total is over 40,000,000 tons. With the Allies restricting imports we can with the present tonnage meet all the requirements of the country and resume the transport of war material.

The Minister pointed out that the sinkings to May 23rd had markedly decreased, being only 290,000 tons. He gave statistics showing that the German blockade was never effective, since the French ports received all the ships they could accommodate. These had brought everything needed by the country.

During March 4th, 200,000 tons of goods entered French ports and 400,000 tons in April. On the contrary, practically nothing had entered German ports. It was therefore untrue to assert that submarines would win the war. The Minister described the defence against submarines, including the improved armament of patrols, the training of merchant officers as gunners and the establishment of wireless and aviation stations on the coast. He stated that all French merchantmen would be armed by October.

FRENCH SHIPPING.

PARIS, May 25. It is officially announced that during the week ending May 20th the arrivals were 901 and the sailings 1,016. There was one vessel sunk above 1,600 tons and two below. Three vessels were unsuccessfully attacked.

A COASTING SHIPPING CONTROLLER.

LONDON, May 25. The Glasgow shipowner, Mr. Hector McNeil, has been appointed Controller of all coasting shipping.

The new controller will arrange for the transport of cargoes from the larger liners arriving at the big home ports with cargoes for other destinations.

It is anticipated that this arrangement will save much shipping from the submarines.

INCENDIARISM IN GERMANY.

AMSTERDAM, May 25. Great fires continue to break out in Germany.

The latest includes the gutting of the Mosab goods station in Berlin, in which tanks of petrol, hydrogen, etc., exploded, the destruction of part of Vilm and the township of Osjory, near Drodno; and a conflagration in the station and basket factory in Halle.

Incendiarism is suspected.

FOR A LAME BACK.

WHEN you have pains or lameness in the back (due to the parts with Chamberlain's Pain-Balm, apply it day after day, until the pain is gone. For five minutes at each application. Then do a piece of manual slightly with this ointment and find it on over the seat of pain. For sale by all Chemists and Druggists.

ALWAYS RECOMMEND IT.

In almost every community there is some one whose life has been saved by Chamberlain's Colic, Cholera and Diarrhoea Remedy. Such persons seldom miss an opportunity to recommend it, and these recommendations and its never-failing qualities account for its great popularity. For sale by all Chemists and Druggists.

MR. BALFOUR IN CANADA.

TORONTO, May 26. Mr. Balfour received the heartiest welcome. Thousands greeted him at the railway station and lined the streets to Queen's Park, where a reception was given by the province and city.

Replying to addresses by the Premier and the Mayor, Mr. Balfour said he left on the other side of the border a nation of friends, and he had come to Canada, a great free country, composed not only of friends but of countrymen.

The Empire was brought closer together by the consciousness that for two and a half years they had been engaged in great struggle in which, thank God, all North America were now as one. The whole Empire felt profoundly the magnitude of Canada's efforts, and valued it for itself and for the evidence to all posterity and all the world of what Empire really means.

SLAY PREDOMINANCE IN AUSTRO-HUNGARY.

LONDON, May 26. There is a strong desire that Mr. Balfour should visit Alberta, Saskatchewan, and British Columbia.

GERMAN FEARS.

AMSTERDAM, May 25. German papers ascribe the downfall of Count Tisza to the new policy aiming at the triple administrative system in Austria, whereby a third of the State will be Slav, namely, Polish or Polish Czech.

The papers declare that Austria-Hungary will thus become overwhelmingly Slav, which would seriously damage Germany.

THE COTTON SPINNERS' DEMAND.

LONDON, May 26. The cotton manufacturers in Lancashire, Yorkshire, Cheshire and Derbyshire booked orders at Manchester to day for foreign and home trade at prices based upon a ten per cent. increase in wages to 230,000 cotton weavers, on the assumption that the weavers to-morrow will accept ten per cent. increase instead of holding out for a twenty per cent. advance.

MANUFACTURERS' ANTICIPATIONS.

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OUR SPLENDID WOMEN.

601,000 AT WORK. Women's part in the engineering side of the war is shown at an exhibition opened by Mr. F. Kellaway, M.P., Parliamentary Secretary to the Ministry of Munitions, at the Royal Colonial Institute, Northumberland Avenue, W.C.

The exhibition contains official photographs taken at the factories and samples of work. One interesting section shows the various parts of engines used in Tanks, and another the most recent inventions in shell fuses, hand grenades, bullet proof helmets, body armour, and aerial torpedoes. "If it does not overtax their strength, no work comes amiss to women," said an expert engineer yesterday. "In one place a woman of distinguished family worked 34 hours a week on bombs, beginning at 7 a.m. Her coachman worked in the same factory. Women have done marvellous work as the exhibition shows."

Mr. Kellaway said that in the first summer of the war about 821,000 women only were at work in munition factories. Last January there were over 601,000. A few months since women were working at 47 different processes, but it was impossible to give the figures to-day as they would have to cover practically the whole engineering and chemical trades.

AN AMAZON BATTLESHIP. "So wide is the scope of women's labour," said Mr. Kellaway, "that a prominent engineer has expressed his firm conviction that, given two more years of war, he would undertake to build a battleship from keel to stern entirely by women labour. We have assembled in this hall examples of some of the most technical processes in engineering produced entirely by women who, eighteen months ago, knew no more about engineering than the average man does about mending a bob."

Women are to-day building high speed engines, he continued, each woman setting her own tools and work. Women are building guns and gun-carriages, including fine fitting work. They are doing much of the work in some shops at the beginning of the war was considered a tool room job throughout. In some shops to-day women are turning on centre lathes to a half of a thousandth of an inch.

KITCHENMAID ENGINE-DRIVER. Mr. Kellaway gave the following typical examples of women's work in the factories:—

Twenty-four women workers, nine under 16, making air pumps for the Clerget rotary aeroplane engine in a London workshop. Besides the manager, only two men are employed. The finished pump contains 64 parts and is on exhibition.

A woman driver, formerly a kitchenmaid, works a 800 h.p. Willans plant and attends to Diesel engine.

At a South Wales works of women are unloading loading and wheeling bricks and breaking limestone. The men released have doubled the output in the steel works.

One woman in a Scottish boiler shop is a smith's striker. There are many women stockers and women are also employed at brick presses, coal crushing, and kindling.

BOYS OF THE "BIRKENHEAD" BREED.

SINKING OF THE TYNDAREUS. It was inevitable, says a Home paper, that sooner or later the fact should become known that the commanding officer who displayed such gallantry in the sinking of the transport *Tyndareus* off the coast of Cape Colony was Colonel John Ward, the Labour M.P. for Stoke-on-Trent. In the earlier reports it was admitted that the Middlesex Battalion was commanded by a member of Parliament, but it was not until yesterday that the man was known as a well-known Labour man, and if one put two and two together and consulted an Army List the identity became obvious. Manchester has some little interest in the fact because as a navy Colonel Ward worked on the construction of the Manchester Ship Canal, and it is interesting to note that but for his mother, who died six years ago and to whom he was passionately attached, he might now have been a sailor instead of a soldier.

Mr. Ward was a widow when the man was a "well-known Labour man," and if one put two and two together and consulted an Army List the identity became obvious. Manchester has some little interest in the fact because as a navy Colonel Ward worked on the construction of the Manchester Ship Canal, and it is interesting to note that but for his mother, who died six years ago and to whom he was passionately attached, he might now have been a sailor instead of a soldier.

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WITHOUT PAIN OR INCONVENIENCE.

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HONGKONG.

BOYS OF THE "BIRKENHEAD" BREED.

SINKING OF THE TYNDAREUS.

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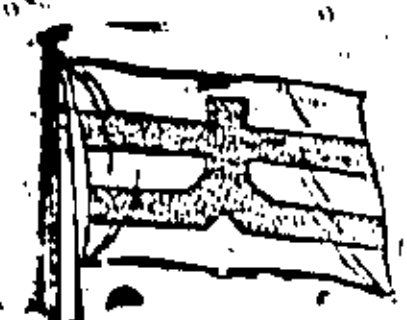
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For VICTORIA, SEATTLE AND TACOMA, via SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE AND YOKOHAMA.

"CHICAGO MARU" Monday, 4th June, at 3 p.m.
"MEXICO MARU" Tuesday, 22nd June, at 3 p.m.

FORMOSAN LINE.—For Tamsui, Keelung, Aring and Taku, via

Swatow and Amoy.

"KALIO MARU" Sunday, 3rd June, at Noon.

"SOSHU MARU" Tuesday, 27th June, at 9 a.m.

Calling at Tamsui and Keelung.

These Formosan Line ships will arrive at and depart from the SOON YIP WHARF, near the Harbour Office and while the steamer is alongside the wharf Telephone No. 78 will be fixed.

SOUTH AMERICAN LINE.—Every three months steamers proceed

to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE.—Monthly service between Japan and Adelaide,

calling at Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE.—Fortnightly service for Bombay calling at Singapore,

Port Swettenham, Penang and Colombo. At present this line's steamers take cargo only.

JAVA LINE.—Monthly service for Java ports calling at Manila, Sandakan

and Macassar. Booking for passengers and cargo to these ports.

FOR SAILING DATES AND FURTHER PARTICULARS

APPLY AT THE OFFICE.

M. HIGUCHI, Manager.

Tel. Nos. 744 & 745.

No. 1, Queen's Building.

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(STOOMVAART MAATSCHAPPY "NEDERLAND")

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"PRINSES JULIANA" 23rd June.

These superior passenger steamers have accommodation for first and second class saloon passengers.

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With liberty to call at the Malabar Coast.

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Steamer from Hongkong on or about Connecting at Calcutta with On or about

A steamer Shortly

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DODWELL & CO., LTD., Agents.

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For Sailing dates, Freight or Passage apply to

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SHIPPING

C. N. C. CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	SUNNING	May 29, at 4 p.m.
TIENSIN	WEIHAWEI	May 30, at Noon.
MANILA, CEBU & ILOILO	TEAN	May 31, at Noon.
SHANGHAI	SHANTUNG	May 31, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUI'

MANILA LINE. Twin Screw Steamers 'Chinhua', 'Taming' & 'Tea'. Excellent Saloon accommodation and ships. Electric Fans fitted. Extra state-rooms on deck, at 'Tea' and 'Taming'.

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.

S.S. 'Anhui', 'Chepan', 'Yingebow', 'Shantung', 'Sinkiang' and 'Suning', with excellent accommodation, Electric Light and Fans in Saloon and State-rooms. Maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
SHANGHAI via SWATOW	ESANG	WEDDAY, May 30, Daylight.
HAIPHONG	TAKSANG	WEDDAY, May 30, at 7 a.m.
HAIPHONG via HOIHOW	LOKSANG	THURSDAY, May 31, at 7 a.m.
MANILA	CHIPSANG	SATURDAY, June 2, at 3 p.m.
TIENSIN	CHIPSANG	SUNDAY, June 3, Daylight.
MANILA	TAISANG	SATURDAY, June 2, at 3 p.m.

CALCUTTA LINE.—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.

Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with electric lights and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Weihaiwei and Chefoo.

Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when convenient.

BORNEO LINE.—Two sailings per month between Hongkong and Sandakan by steamers having up-to-date accommodation for passengers.

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TIENSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

Under Straits Government Passport Regulations. All European Passengers, leaving the Colony for Straits settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

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JARDINE, MATHESON & Co., Ltd., General Managers.

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REGULAR SERVICE BETWEEN

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EASTWARD.

WESTWARD.

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DAVID SASSOON & CO. LTD.

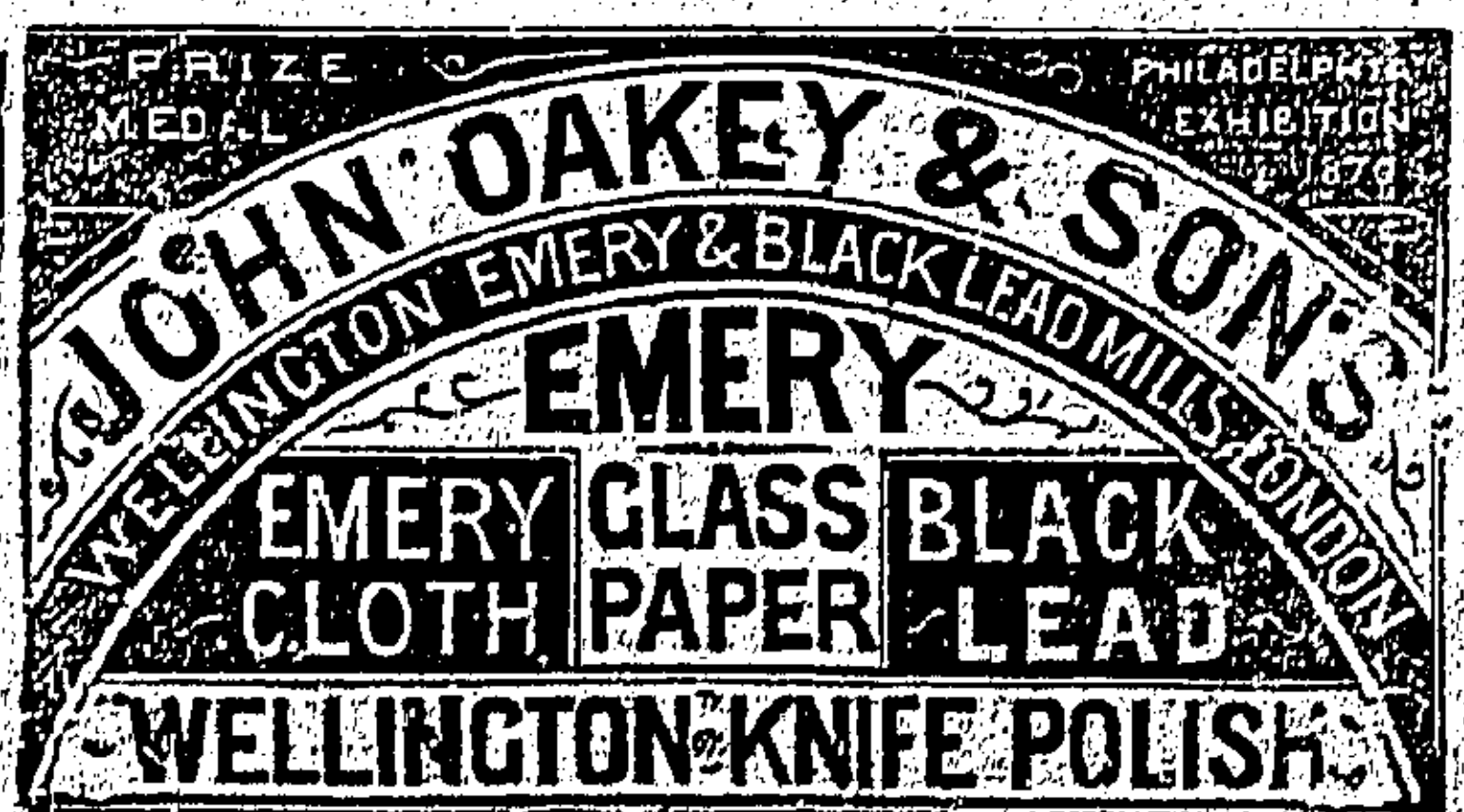
AGENTS.

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The latest discovery of modern times, is without equal in all cases of defective brain and nerve power, whether induced by worry, overwork, dissipation, or other influences. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, tic or neuralgia, low spirits, mental and bodily prostration, want of confidence, general debility, premature decay or deficiency of the vital forces, loss of vitality, harassing dreams, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, neurasthenia, bearing-down sensation, wasting disease, consumption, night sweats, muddy, high-colored water, etc., are all so many different phases of brain and nerve weakness and exhaustion, the cause of by far the greater portion of the misery, ill-health and dependency by which we are confronted on every hand, that can only be successfully combated by the use of this wonderful and highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening and wasting diseases, restores the failing energies, and imparts new life and vigor to those who had so recently seemed played out, used up and valueless.

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AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
HAITAN	Capt. A. E. Hodgkins	FRIDAY, 1st June at 12 Noon.
HAIRONG	Capt. J. W. Evans	TUESDAY, 5th June at 12 Noon.

SWATOW

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIK & Co., General Managers.



TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, the INLAND SEA, JAPAN & HONOLULU.

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Steamer	Tons & Speed	Leave Hongkong
NIPPON MARU	11,000-15 knots	Tues., 12th June
SHINYO MARU	22,000-21 knots	Fri., 22nd June
PERIA MARU	9,000-14 knots	Tues., 3rd July
KOREA MARU	18,000-18 knots	Tues., 17th July
SIBERIA MARU	18,000-18 knots	Fri., 27th July
TENYO MARU	22,000-21 knots	Fri., 10th August

First Class to London C\$348. (471-40.0) Return C\$690. (2759)

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Passengers may travel by Railway between Ports of Call in Japan free of charge.

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For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso, Thence by Trans Andean Route to Buenos Aires, etc.

Steamer Tons & Speed Sailing

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T. DAIGO AGENT.

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Telephone 281.

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(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	Displacement	Sailing Date
VICTORIA, B.C. & SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA	KAMAKURA MARU, Capt. Shirai	Tons 12,600	FRIDAY, 8th June, at Noon.
NAGASAKI, KOBE & YOKOHAMA	SHIDZUKA MARU, Capt. Noma	Tons 12,600	WEDNESDAY, 20th June, at Noon.
SHANGHAI, KOBE & YOKOHAMA	NIKKO MARU, Capt. Takeda	Tons 9,800	FRIDAY, 15th June, at 11 a.m.
SHANGHAI, MOJI & KOBE	MISHIMA MARU, Capt. Nishimura	Tons 10,000	TUESDAY, 5th June, at 11 a.m.
YOKOHAMA	ASAHI MARU, Capt. Kosaka	Tons 5,000	TUESDAY, 5th June, at 11 a.m.
YOKOHAMA	BUWA MARU, Capt. Sekine	Tons 21,000	MONDAY, 18th June, at 11 a.m.
SHANGHAI, MOJI & KOBE	TOTOMI MARU, Capt. Kamada	Tons 8,000	THURSDAY, 7th June, at 11 a.m.
YOKOHAMA	RANGOON MARU, Capt. Kobayashi	Tons 5,000	SATURDAY, 9th June, at 11 a.m.
KOBE & YOKOHAMA	BENTEN MARU, Capt. Tomita	Tons 8,000	WEDNESDAY, 20th May.

FOR DATES OF DEPARTURE

APPLY AT THE COMPANY'S

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SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.

CALCUTTA via SINGAPORE, PENANG & RANGOON.

BOMBAY via SINGAPORE, MALACCA AND COLOMBO.

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JAPAN.—Messrs. KELLY & WALES, Ltd., Kobe and Yokohama.

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